SECONDS APART AT THE FINISH OF YACHT RACE

Close Contests in Glen Cove Races of New York Y. C.

ATISTALENA IS A WINNER

and partly because the owners of the Win-some and Aurora included in a luffing match soon after the start, which enabled without interference and take a command ing lead which was never overcome. Aurora and Winsome made a close race all the way and Aurora, sailed by Cornelius Vanderbilt and with Mrs. Vanderbilt and Henry Bull on board, finished second.

The Medora, sailed by Harry Johnson and James D. Sparkman, having no competitor, sailed against the best time of the 65 footers with full time allowance. She started two minutes after the larger boats and actual times were taken into consideration. course did not just suit the Medora. was too much reaching and too little wind-ward work, but in spite of this the Istalena eat Medora by only 1 minute 35 seconds In the race for 31 raters the Corinthian was the winner. She was well handled by C. Sherman Hoyt and took the lead at the line and held it through a hard tussle. The Joyant, sailed by E. Burton Hart, was five infinites late at the start. On actual time she was beaten by the Corinthian, but sailed the course in faster time than the Cara Mia or Windward.

The race of the 30 footers was one which will be long remembered. As usual, these boats got away in a bunch. The first six kept in close company all the way, and was started as seconds separated the first and last Yacht Club.

The Vandalia sailed a good race in the class for Sound schooners and won very easily, with the Helen II, following across the finishing line.

H. de B. Parsons and J. B. Macdonough managed the races. The course signals were made shortly before noon off Glen Cove. The wind, which had been light to a nice the light to a first street at 3:30 octoos.

Just before starting the big race the crews met in the clubhouse and each was presented with a gold souvenir medal. The ownership of seven handsome trophies is dependent on the result of the race.

The fifteen racers got away well together and aided by a fair tide, made gether and aided by a fair tide, made the finishing line.

If the R Parson and J. R Macdonough and the R Parson and S. R. Macdonough were made shortly before more of the work with the state of the wind, which had been light carrier in the day, had freshened to a nice sailing breeze and drew out of the harbor from south southwest. Further out in between those two points all the day, the sailing breeze and drew out of the harbor from south southwest. Further out in between those two points all the day, the sail the day, the sail the

SLOOPS, CLASS K-COURSE, 23% MILES

Yacht and Owner.	Finish Time
Istaiena, G. M. Pynchon, Aurora, C. Vanderbill, Winsome, E. T. Hall, SLOOPS, CLASSES K. ANI MILES	3 18 17 3 03 17 3 19 05 3 05 05 D M-COURSE, 2314
Yacht and Owner. Sta H. M. Istalena, G. M. Pynchon 12	. S H. M. S. H. M. S.

Medora, H. G. S. Nuble 12 17 25 5 37 40 3 20 18 Corrected times—Istalena. 2:37:55; Medora, 2:30 28. SLOOPS, CLASS P. COURSE, 1914 MILES-

START, 12:2	5.	
Yacht and Owner.	Finish	Time.
Corinthian, H. C. Smith Cara Mia, R. L. Cuthbert Windward, R. A. Monks Joyant, W. H. Childs	3 17 08 3 18 56 3 19 37	2 52 06 2 53 55 2 54 37
N. Y. Y. C. 30 FOOTERS - COL START, 12	TRSE, 1815	MILES-
Caprice Raiph N. Ellis. Phryne, J. P. Morgan, Jr. Alera, J. W. & E. P. Alker Dahlnda, G. P. Roosevelt, Juantua, S. C. Hunter, Nepst. Johnston de Forest, W. H. S. Lower, J. P.	3 86 83 3 86 51 3 86 55 8 37 08 8 87 20	3 06 27 3 06 38 3 06 51 3 06 55 3 07 08 3 07 20
Howdy, H. S. Duelt Jints, W. K. Busk Carlita, G. B. Kujemkampil	3 41 18	8 11 09 8 11 13 3 12 19

Okee, J. A. Mahlstedt, started and her time was taken by courtesy. She finished at 3.42.51. Elapsed time 3.12.51.

SOUND SCHOONERS COURSE, 184 MILES - START, 12 35.

 Vandalia, D. Duncan
 3 51 54
 3 16 84

 Helen H. E. Bandoiph
 3 57 59
 3 22 59

 Daffodil, A. H. Morris
 3 59 18
 3 24 19

 Moirs, Clarison Cowi
 4 11 50
 3 56 18

Senator Saze in Tennis Final.

Play entered the semi-final rounds yesthe handicap tennis tournament that has been running throughout the week at the been running throughout the week at the Atlantic Yaont Club. Senator Saxe had the satisfaction of entering the lower bracket of the champtonship event when he defeated Mowinckel 4-5, 5-2 and 5-3. Many defaults were noticed in both tournaments yesterday.

SMALL FLEET AT RIVERSIDE.

Start to Finish Over Short Course. Fifteen yachts started in the twenty-

fourth annual regatta of the Riverside Yacht Club, which was sailed on the Sound Yacht Club, which was sailed on the Sound yesterday afternoon. Light winds prevented some yachts reaching the starting line, and the long distance race of the New Rochelle Yacht Club and the Glen Coveraces of the New York Yacht Club were more attractive to other owners. When the first class was sent away there was a ISTALENA IS A WINNER

Medora, Sailing Against Best
Time, Is Beaten by More
Than a Minute,

It was Istalena's turn yesterday and G.
M. Pynchon's 65 footer won the Glen Cove cup for her class in the regatta of the New York Vacht Club. Her owner unfortunately did not have the pleasure of seeing his yacht win, as he is confined to his home ill. He was represented by J. M. Masury. The stalena won partly through the good judgment shown by Capt. Howell at the start and partly because the owners of the Winternament.

In the handicap class the Cliphora finished first, and she beat the Robin Hood II in spite of a big allowance. In class R the Virginia easily defeated the De De. The Drena finished alone in the Sclass, and the race progressed. The sound Beach dories was son by the In It. He was represented by J. M. Masury. The stalena won partly through the good judgment shown by Capt. Howell at the start and partly because the owners of the Winternament.

		Pinish.	Time.	A
1	Yacht and Owner. ukan, W. D. Weir.	h. m. s.		ŕ
iv	ukan W D Weir	3 89 34	2 34 80	
11	wanna, L. G. Spence	3 37 30	2 37 30	ŀ
	hiff, W. L. Manny.			Ξ
10	esuna, A. B. Alley	9 30 52	9 90 69	p
10	Armar P J Tierney	3 41 21	2 41 21	J
H	agmar. P. J. Tierney	old.		h
1	schmidt	3 40 30		ŕ
H	ANDICAP CLASS - TH	URD DIVI		
1	COURSE, 10 MILES	-START. 1	05.	L
i m				n
10	obin Hood, G. C. Gartland Iphora, C. D. Mallory		4 27 41 1	n
10	Corrected time: Cliphora.	2.21.27 Doble		
1	Corrected time. Cupnora,	Sarar, Root	Hond.	d
	13:31.			
SI	LOOPS-CLASS R-COU START, 1			t
W	irginia, C. Shields	4 14 34	3 30 34	t
D	e De. W. E. Douglas	3 52 37		
				W
3	TAR AND S CLASS—CO START. 1:			W
D	rena, S. Shethar	3 50 34	2 45 34	t
C	nosure, H. Ford	Did not	Anish	p
1 4	DUND BEACH DORIES-	WIDER &		W
130	START. 2			
1	name olani.			Ħ

Colonial Y. C. in Long Contest. A long distance race for motor hoats was started yesterday by the Colonial Fifteen boats were sent of these six at the finish. Caprice, sailed away to race to Cornfield light vessel by Raiph N. Ellis, who had Mrs. Ellis with and return, a distance of 182 nautical him, won the race, beating the Phryne, owned by J. P. Morgan, Jr., by 6 seconds.

			llowance.
1	Vacht and Owner. Anna, John Anderson. Madelein II. Owen Reilly. Empire, J. B. Luckenbach.	Raung.	H. M. S.
d	Anna, John Anderson.	61 02	scratch
•	Madelein II . Owen Retily	52 54	1 46 06
	Empire, J. B. Luckenbach	. 49 06	2 40 15
•	Cora. W. Langbein.	49 06	2 56 47
t	Najad. A. P. Terry	45 10	8 23 41
	Spanshot III. J. B. Lindeman.	47 24	3 41 40
e	Empire, J. B. Luckenbach Cora, W. Langbeln, Naiad, A. P. Terry Snapshot III. J. B. Lindeman, Widgeon II., W. L. Martia, Idie Time, M. C. Behrman, Ruth II., Com. George J. Vestner	45 66	4 11 55
	Idle Time M.C. Behrman	44 05	4 40 34
1	Ruth II. Com George J. Vestner	42 00	5 18 51
			. 5 26 26
:	Lady Betty, H. J. Ruffell	41 08	6 00 27
-	Helen G W Gene	30 24	4 50 41
L	Respite D C Peterson	38 57	7 30 27
•	Respite, D. C. Peterson Lida, C. P. Holland	84 04	A 16 24
	Alfred S A S Speldner	30 00	12 57 20
2	Alfred S., A. S. Soeldner	20 00	15 17 15

	Flapsed	Cor'ct'd
Vacht and Owner.	H. M. S.	H. M.S.
Papoose, John G. Gillig	1 34 45	1 16 21
Dolphin, Adolph Hupfel	1 20 05	1 20 04
Widow, Otto Wagner	. 1 27 20	1 26 48
Kitty B., C. Clark	1 28 20	1 28 40
Princess, George J. Gille.	1 30 08	1 28 %
Mamie S., A. S. Morris, br		withdrew.

Two races over the Stratford Shoal course were started yesterday morning by the New Rochelle Yacht Club. The first. in which there were seven starters, was for motor boats, and these were sent away at 10 o'clock from a line off Premium Point. They went to Stratford Shoat Point. They went to Stratford Shoal light and return, a distance of sixty-five nautical miles. An arbitrary handleap had been arranged based on the performances of the yachts. The Thistle was the first to finish. She crossed the line at 4:56:45. The Patricia followed at 5:19:49, and then came Elleen, 6:13:49. Patricia, 5:19:49; Muskeget, 5:48:47; Hopalong, 6:08:02; Pearl II., 6:08:45, and Tak-It-Ezy, 6:21:22. The summary for this race is: MOTOR BOATS TO STRATFORD SHOAL AND

RETURN. 65 MILES.

Plapsed Corrected Time. RETURN. 65 MILES.

Par Succumbs to Meacham.

TARRYTOWN, N. Y., July 6 .- An eighteen hole handicap match play against par was

in aprice of the life of the l

bolder, and the challenge match is set for to-day at 3 o'clock, when the Orange Lawn Tennis Club will conclude a tournament that has provided many interesting matches in the week's play on the courts at Mountain Station, N. J.

There was a large attendance yesterday, the sidelines being surrounded by enthusiasts, many of whom had to stand while the important matches were underway. Others sought the shade of the big trees back of the court and watched the play in greater comfort, though perhaps with not such a keen appreciation of the fine points of the game. Before the singles contest was finished the doubles were started, and many of the spectators described the individual contest to give their moral encouragement to Ward and Miles, who are both Orange men.

Those who stayed through the singles were rewarded by an engagement in which both men showed pluck in playing an uphill battle. Johnson won because of his steadiness, for there were times when the young Yale student clearly out-

AUTOMOBILES

played him. This was especially notice-able in the third set, where Man's fre-quent excursions to the net for an over-head smash had Johnson worried.

BY BRILLIANT TENNIS

The first set was the hardest fought, and, taking three games in succession. Man had Johnson 6—3. Then the latter worked his cut stroke with more victousness and effect, and, sticking gamely to his task, won at 8—6. The closeness of the play was evidenced by the point score, 45 to 42. The second set went two games less, and this time it was Man who fought the uphill battle successfully. With the score 4 to 1 against him, he played his overhead strokes with such vigor that he evened the score at 5 all, and, taking the

EARNS CLASH WITH HALL

Challenge Round This Afternoon—Hackett and Mahan
Take Doubles Title.

In a five set tennis match that called forth all the skill and endurance of two splendid young players Wallace F. Johnson, the former Pennsylvania champion, defeated A. H. Man, Jr., of Yale in the final of the Middle States singles championship yesterday. In the final of the doubles veterans of many years experience were on both sides of the net vision at the net in the fourth set and the set and played the court with such rapidity that Man had no time to get up to the net and the set went to Johnson that made use of a position at the net in the fourth set and this use of his own tactics against him seemed to upset Man. After the second game Johnson always had the lead and ran out the set and match at 6—4.

The score by points:

PIRST SET.

FIRST SET. *********

AUTOMOBILES.

The West End Steepheeham, about two mise, was fearfully and wonderfully exchanged and parties at the state of a state of

The Winton Co. guarantees every statement made in WINTON SIX

advertising to be true without qualification.

The Price You Pay vs. The Quality You Get

A BSOLUTELY misleading is Load of \$3,000,000 a Year the idea that price repre-

sents quality. That mistake costs American automobile buyers millions of dollars every year. Right here is the proof.

Price Climbs Above Quality

Up to a certain point and NO FURTHER, the quality put

into a car by its maker forces up the car's price. There is a limit to the actual quality any maker can put into his car. But price never can and never does stop there. Price climbs and climbs, often far beyond the cost

Consider the records shown on this page. These facts and figures are not secret. You can get them, as we did, from commercial sources. Some of them were printed in automobile trade journals.

We simply take known figures and analyze them for you. But to make sure of having an absolutely reliable basis of calculation, we had a statement prepared by Haskins & Sells, certified public accountants. (See table No. 1.)

-TABLE No. 1-Financial Obligations That

These figures, covering six representative automobile manufacturers, were compiled by Haskins & Sells, certified public accountants, from information supplied by the Winton Company:

Boost Car Price

Interest on funded debts calculated at the rates of in-terest which the bonds carry.

Interest on notes and mortgages payable, where not specified in the information, calculated at the rate of 6% per annum.

Dividends on preferred stock, where not fixed, calculated at the rate of 1% per annum.

Dividends on common stock, where not established, calculated at the rate of 4% per annum. Depreciation of buildings and equipment calculated at the rate of 5% per annum.

Annual Requirements (Estimated) \$825,060.00 469,816.00 141,000.00 Ameunt
Capital stock, preferred \$12,500,000,00
Capital stock, common 12,500,000,00
Funded debts 2,850,000.00
Notes and merigages
payable 4,107,947.98 226.416.51 Total 832.240,847.88 \$1,675,252.87 Depreciation of Building and Equipment 5% of 815,208,678.46 \$160,388.91

Total Annual Requirements for Interest. Dividends and Depreciation of Build-ings and Equipment. 62,485,686.18 This record covers six representative makers of high-priced six-cylinder cars. These makers are under a burden (for stock dividends, for interest on bonds, mortgages and gold notes, and for plant depreciation) of \$2,435,686.78 per year.

That's only part of it. To pay off funded debts, notes and mortgages, these makers must set aside money every year for a sinking fund. If we allow ten years for the whole debt, the annual charge for this item is \$645,794.79. Making a grand total charge of \$3,081,481.57 per year.

Not an Atom of Quality in It

You need not be a banker or a broker to know that dividends, interest, principal and depreciation do not add a single atom of quality to any automobile. The quality of cars has nothing whatever to do with this three million

But this charge does affect the price of every car made by these makers. Legitimately so. Stockholders are entitled to dividends. Holders of bonds, gold notes and mortgages are entitled to both interest and principal. And, to keep from wasting his business, every maker must provide for depreciation.

Burden Costs you \$342.38 Per car

Makers who carry this three million dollar burden are forced to charge enough more than their cars cost in labor, materials and quality, in order to get into their cash drawers a sum of money (over and above what they pay out for manufacturing) to discharge this burden.

Divide this total charge by 9000 (the total car output*) and the answer is \$342.38 per car.

So that, when you buy a car made under this burden. you pay \$342.38 as your portion of an expense that does NOT in the remotest degree enter into car quality.

*Estimated by editors of prominent automobile trade journals

And Here is the Point

We maintain that it is not possible to put into an automobile more or better car quality than you will find in the Winton

The Winton Six sells at \$3000. Salesmen selling cars at higher prices will tell you that it lacks in quality what it

That statement is completely false.

The only thing the Winton Six lacks is SUPER-PRICE. It lacks that because the Winton Company, being wholly free from debt and from over capitalization, is NOT forced to inflate the Winton Six price.



1913 MODEL NOW HERE.

In its sixth year of success, the Winton Six has a 48 H. P. self-cranking motor, ball-bearing multiple-disc clutch and four-speed transmission, 130 inch wheel base, electric dash and tail lights, demountable rims, 36z4 2 inch tires all around, three-quarter elliptical rear springs and a most comfortable body of beautiful design. Price \$3000. Top and glass front extra.

Expenses That Add No Ounce of Car Quality

This table, compiled by ourselves, shows how six repre-sentative makers are compelled to charge you more than 8600 per ear for expenses that do not add a single ounce to car quality :

645,194.19

Total requirements per car for items listed winten Company's total requirements per car for similar items, calculated at the same or higher

EXCESS cost to you PER CAR of six makers for expenses having absolutely nothing to do with car quality 6602.38

Compare \$80 Against \$342.38

Here is what we are forced to charge you for the same items shown in tables 1 and 2, and at the same or higher rates: Stock dividends (6% on \$1,000,000) \$60,000 Plant depreciation at 5% 60,000
Interest on bonds, mortgages and gold notes Nothing
Sinking fund Nothing This \$80 is \$262.38 LESS than must be charged per car under the three million dollar burden. And in neither car is quality involved at all.

Again More Price, Not Quality

There's still more to add. Consider dealer's discount. The average price of the six cars is \$1700 higher than the price of the Winton Six. The dealer gets 20 per cent. discount. Twenty per cent of \$1700 is \$340. And so you pay \$340 more in dealer's discount on one of these cars than you do on the Winton Six.

Add this additional \$340 to the excess \$262.38, shown above, and you will find a total of \$602.38 that we are not forced to add to the Winton Six price. (See table No. 2.)

Why We Print These Figures

The Winton Company is practically the only one in America selling high-grade Sixes at \$3000 or more that can publish these facts and figures. Because the Winton Company is practically (if not actually) the only one wholly free from any tremendous burden not connected with car quality. We own our plant scot free, and we owe nothing on bonds, mortages as gold notes.

We publish these facts to set you thinking.

Making, as we do, the highest grade car that our long specialized experience and the best of facilities can produce, we want you to find out that a high-quality, up-to-the-minute six-cylinder car of 48 H. P. need not cost you more than \$3000.

Simply Ask to be Shown

Compare cars first. Then compare prices. And find in other cars, if you can, any equivalent of the price charged you above \$3000.

The \$8000 Winton Six is the car that converted high-grade makers and buyers from four-cylinder cars to Sixes. It holds the world's lowest sworn repair expense record—22.8 cents

It is the pioneer self-cranking car, and its makers were the first in the world to make Sixes exclusively.

It is the only high-grade car that has not required a single radical change in five years. It is up-to-the-minute in beauty, in design, in construction and in performance, and it is the most restful riding car in the world.

The Winton Motor Car Company

The World's First Maker of Sixes Exclusively Broadway at 70th St.

Represented in Newarts by the Linkroum Auto Co.